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12, QUEEN'S ROAD.

# Hongkong Daily Press.

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No. 14,776 號六七百七千四萬一第一 日七月七日光 HONGKONG, THURSDAY, AUGUST 17TH, 1905. 四拜禮 號七月八日五零百九千一英港香. PRICE, \$3 PER MONTH.



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SCOTCH WHISKY.  
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LIMITED.  
WINE AND SPIRIT MERCHANTS.  
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& CO.'S

*"SPECIAL BLEND" WHISKY*  
A Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies.  
\$10.50 Per Case.

Apply to  
SIEMSSSEN & CO., Hongkong.

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per bag 250 lbs. net ex Factory.

SHEWAN, TOME'S & CO.

General Managers.

Hongkong, 1st March, 1905.

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NOTICE.

BO. FENWICK & CO., LD., Engineers, &c., are open to receive OFFERS FOR THE PURCHASE OF THEIR WANCAI PROPERTY, comprising portions of Marine Lots Nos. 31 and 38, approximate area 43,000 square feet.

For further particulars apply to the Company.

Hongkong, 12th July, 1905.

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DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.  
37, DES VŒUX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 29th July, 1905.

[131]

SIE NTING.  
SURGEON DENTIST.  
No. 10, DAGULAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1905.

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CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.  
FLEYS, SCHULTZ'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT, in all Sizes, Nos. 10 to 25 SSSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.  
Hongkong, 28th November, 1902.

[100]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.  
EXPORTERS AND CONTRACTORS.  
Sole Agents of

QUAN TAI & CO., Lime Manufacturers.

All descriptions of GRANITE AND MARBLE for EXPORT.

Dealers in GRANITE and MARBLE MONUMENTS.

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 27th January, 1905.

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RUINART PERE & FILS, REIMS.

Established 1719.  
CHAMPAGNE CROWNS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 17th May, 1905.

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AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 MM.  
WITH CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMSSSEN & CO.

Hongkong, 3rd October, 1900.

[62]

CHUN SENG.  
No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA.  
DRAPE & TAILOR, GENTS FURNISHING GOODS, & GENERAL OUTFITTER.  
ALL NEW GOODS IN STOCK.  
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.  
Hongkong, 27th May, 1905.

[a129]

LANE, CRAWFORD & CO.

REMOVAL SALE  
20 PER CENT. REDUCTION  
FOR TWO WEEKS MORE ONLY,  
BARGAINS FOR HOUSEKEEPERS  
IN  
CENTRE CARPETS RUGS, MATS, CURTAINS.  
HOUSEHOLD LINENS, BEDSTEADS AND  
MATTRESSES.  
GLASSWARE, CHINAWARE, AND HARDWARE.  
PIANOS AND MUSICAL INSTRUMENTS.

BARGAINS FOR MEN  
IN  
SHIRTS, UNDERWEAR, HATS, BOOTS, &c.  
BARGAINS FOR LADIES  
IN  
HATS AND COSTUMES.

A GENUINE OPPORTUNITY.  
20 PER CENT. (FOR CASH ONLY).

LANE. CRAWFORD & CO.

Hongkong, 15th August, 1905.

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CHAMPAGNES.

 POMMERY & GRENO, Sec, extra Seco and Nature, in Magnums, bottles and  $\frac{1}{2}$  bottles.  
ROLLINGER, Extra Quality, Extra Dry, vin. 1898, in Magnums, bottles and  $\frac{1}{2}$  bottles.  
GIESLER, Very Dry, in bottles and  $\frac{1}{2}$  bottles.  
POL ROGER, vin. 1898, in bottles and  $\frac{1}{2}$  bottles.  
Lanson PERE ET FILS, vin. 1900, in bottles,  $\frac{1}{2}$  bottles and  $\frac{1}{4}$  bottles.  
La Roche CAËTÉ DOR, vin. 1898, in bottles and  $\frac{1}{2}$  bottles.  
PAUL DOMMIER & CO. GOLD MARQUE, in bottles and  $\frac{1}{2}$  bottles.

Telephone No. 75.

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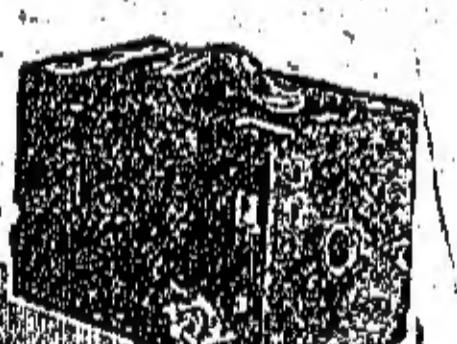
SOLE AGENTS,

16, QUEEN'S ROAD CENTRAL.

[a37]

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DEVELOPING  
AND PRINTING  
UNDERTAKEN.



GOOD WORK,  
PROMPT  
RETURN

UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN  
AT THE DISPOSAL OF AMATEURS.

LONG, HING & CO.,

PHOTO GOODS STORE

17, QUEEN'S ROAD CENTRAL.

Premises formerly occupied by Mr. FE. BLUNCK, Silk Manufacturer,  
NEXT DOOR to our FORMER ADDRESS.

Hongkong, 15th August, 1904.

[a39]

IMITATED BUT NOT EQUALLED!

CHAMPAGNE BITTERS.

NOT A STIMULANT, BUT A RESTORATIVE NERVE-TONIC FOR ALL COMPLAINTS ARISING FROM DEPRESSED VITALITY.

FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.

ALL CLUB AND HOTEL BARS KEEP IT.

WATKINS, LIMITED,  
CHEMISTS AND DRUGGISTS,  
AND  
AERATED WATER MANUFACTURERS,  
(Crown Brand),  
APOTHECARIES HALL, HONGKONG.

[a38]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 1815.

BRANDY	Per Case.
***	\$22.50
***	20.00
***	16.75
WHISKY, PALL MALL	20.00
JOHN WALKER & SONS' OLD HIGHLAND	12.50
C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
DOURO	13.75
SHERRY, AMOROSO	20.00
LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO..

HONGKONG AGENTS.

A. TACK & CO.  
26, DES VŒUX ROAD CENTRAL, HONGKONG.

FURNITURE, CROCKERY, GLASS & PLATED WARE.

JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS, consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals, and cheap Magazine Cameras. Prices considerably reduced.

KELLY & WALSH, LTD.

NEW BOOKS BY ENGLISH MAIL.

THE IMAGE IN THE SAND, by E. F. T. R. JERNIGAN.

THE ANATOLIAN GARDEN, by Rose Bonn.

THE PASSENGER FROM CALAIS, by Major Arthur Griffiths.

A GRAND DUKE OF RUSSIA, by F. Whishaw.

LINKED BY FATE, by Chas. Garvice.

THE YELLOW WAVE, by M. P. Shiel.

A KNIGHT OF EVIL, by Dick Donovan.

PATRICIA: A MOTHER, by "Iota".

THE ROSE OF LIFE, by M. E. Bradon.

FEMME, AMOUR, MENSONGE, by V. Du Sausay.

L'ISOLETTE, by Recco Brizzi.

COMMENT EN NOUS VOIE COMMENT ON NOUS TIRE, by E. Villiod (Detective).

LES CARRIERS DU ROI, by K. Waliszewski.

DEBRIZEES PAROLES, by Tolstoi.

MOP FAIR, by A. M. Hindost ("Pitcher" of the "Pink 'Un").

THE BOOK OF THE SCRATCHED GARDEN, by F. W. Burbridge.

EN ZIGZAG DE SINGAPORE A MOSCOU.

NOTES DE ROUTE, by J. de Netter.

AT JAPON ET EN EXTREME ORIENT, by F. Challaye.

PAYS DE MOUSSES, PAYS DE GUZELLE, by C. Petit.

SANDOW'S DUMB BELLS AND DEVELOPERS.

SOLE AGENTS IN CHINA AND JAPAN

for the

YOST TYPEWRITER.

THE BEST MACHINE ON THE MARKET.

SEND FOR DESCRIPTIVE CATALOGUES.

54a

THE LAHMEYER ELECTRICAL CO. LTD.  
LONDON,  
AND  
ELECTRIZITAETS AUTIEN GESELLSCHAFT VORM.  
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Applies to

SIEMSSSEN & CO., SOLE AGENTS FOR CHINA.

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23 and 25, QUEEN'S ROAD.

How to Use a Camera, by Clive Holland.

Southgate's Many Thoughts for Many Minds; 1st Series.

Southgate's Many Thoughts for Many Minds; 2nd Series.

The Storm of London, by Dickhury.

## INTIMATION

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CHEMISTS, DRUGGISTS,  
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WATSON'S  
PRICKLY HEAT  
LOTION

A RELIABLE AND EFFICACIOUS  
REMEDY.

Immediately relieves the irritation.

WATSON'S  
HOUSEHOLD  
AMMONIA

FOR THE BATH, TOILET AND  
HOUSEHOLD.

Promotes a healthy action of the skin, counteracts all effects of perspiration, and is a refreshing and invigorating to the system as a Turkish Bath.

WATSON'S  
CARBOLIC  
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RECOMMENDED BY THE MEDICAL  
PROFESSION.

A. S. WATSON & CO.  
LIMITED.

CHEMISTS BY APPOINTMENT TO  
HIS EXCELLENCY THE  
GOVERNOR.

THE HONGKONG DISPENSARY,  
ALEXANDRA BUILDINGS.

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NOTICE TO CORRESPONDENTS.  
All communications relating to the news columns  
should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, and with payment of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communication is that has  
already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied Cash.

Telegraphic Address: PRESS, CANTER, A.S.C. 6th Ed.

Lubet's  
P.O. Box, 23. Telephone No. 12

BIRTHS.

On 9th August, at Shanghai, to Mr. and Mrs. C. E. Roach, a daughter.

On 11th August, at Shanghai, the wife of H. Edward McCann, of a son.

On 11th August, at Shanghai, the wife of L. R. Michael, of a daughter.

MARRIAGE.

On 11th August, at Shanghai, Peter Fenwick to Lizzie Stewart.

HONGKONG OFFICE: 10A, DES VEAUX ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 17TH, 1905.

We have heard but little lately of the Pacific Cable connecting Vancouver with the Australian Colonies. The line carried out at the joint expense of the Canadian and Australian Governments, with considerable assistance from the British, has, in fact, fallen upon evil times, and the Government concerned have for the last two years been called on to pay heavy sums towards its maintenance. It is curious to have to remark that this want of success has not occurred through any misconception on the part of the promoters, but is directly due to the jealous action of the Eastern Extension Companies. Alarmed at the threatened loss of their monopoly this complex of companies has been making almost superhuman efforts to retain its position, endangered by the construction of the trans-Pacific cables. The main object of the British Government in becoming a partner with the Canadian and Australian Colonies was the possession of an all-round British cable girdling the world. Incidentally the part taken by the Cable Companies has been to thwart in every way this object. Before the federation of the Commonwealth the Eastern Extension Companies had been entering into private arrangements with some of the Australian colonies, more especially New South Wales. As presented to the colonies these agreements

penalty of his treachery.

We would draw special attention to the remarkable boycott news in our Canton letter. If it be true that the American Government has authorised such a message to the Viceroy, it amounts, ultimately, to an ultimatum.

Cheung Kong, a coolie "tramp," persuaded a householder at Matsukok to give him a night's lodgings. Before dawn, he despoiled his benefactor's money-belt, and a jacket. He was found in a theatre at Kowloon City, with pawn tickets in his possession that led to proof of his guilt. Six weeks' hard labour, six hours in the stocks, and subsequent banishment is the

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seemed evidently satisfactory, the more especially as the colonies obtained not only a reduction of the rates, which the companies acknowledged to be excessive under the circumstances, but the companies engaged to make a new chain of cables through the Indian Ocean connecting Australia with Mauritius and South Africa. The consideration required by the companies was that they should have for their cable messages the sole right of using the land lines. The colonies, probably not foreseeing its importance, omitted to have any time limit inserted in the agreement, and the companies taking advantage of the letter of the agreement, refuse permission, except under prohibitory conditions, to the carriage of the telegrams sent by the government cable over the land lines. On the inauguration of the Commonwealth the Federal Government naturally desired to review these agreements, with the view of inserting a time limit. According to a recognised principle in law agreements of the nature of leases, as was this, unless a time limit be specified are non-effective; and the Federal Government brought the agreements before Parliament with the object of having the necessary limit inserted, as well as taking over the several rights of the separate states. The arts of obstruction seem to have been freely used in the discussion, and Parliament refused in 1903 to ratify the proposed agreement pending a reference to a congress of the representatives of the various Governments concerned in the case. There is little doubt that this conclusion was the correct one under the circumstances, but for some reason or other the meeting of the convention has been unreasonably delayed, so it is satisfactory to learn that it is already in session. The members are essentially practical, including Lord JERSEY, formerly Governor of New South Wales, Sir WILLIAM MULOCK, Post-Master-General of Canada, and the Hon. ALFRED LYTTLETON. It is worthy of note that we Chinese indolent to the construction of this cable for the reduction of the very heavy rates formerly charged. Still the Eastern Extension Company has very cleverly contrived to keep in its own hands the practical monopoly of the Far East. What arrangements it has made with the American Pacific Cable Company do not appear, but it is curious to observe that, as far as China is concerned, we hear little or nothing of that company. While, therefore, we have little immediate interest in the success of the Pacific cable, we have a certain amount of revisionary concern, and look with interest on the result of the Convention. Monopolies are not, in general, good for the advancement of trade, and frequently overreach themselves in their anxiety to gather all the benefits in their own hands. It may not be that the time has come for throwing open to all comers the telegraph service to China, but we hope that the subject may receive some recognition in the Conference, with the object of improving still further our communications generally in the Far East, which are still not altogether all that might be desired.

There was no plague case yesterday.

Major Macleay, who has been some six years in North China, is going away shortly on leave.

The four hours' speed trial by the American squadron in the Gulf of Pechili on the 30th ult. was won by the U.S.S. Raleigh at 20 knots.

A letter written by the Umpire seems to show that Mr. Sandow's Indian wrestler did not defeat his Japanese challenger quite fairly.

Lieutenant-Colonel H. G. Fitton, D.S.O., Royal West Kent Regiment, arrived yesterday per s.s. Ceylon from Malta on appointment to command 2nd Battalion.

Mrs. Benjamin, Kelly & Potts are advised by wire that the Maatschappij tot Mijn, Boven Landbouwexploitaat in Langkat has declared a third interim dividend of Tls. 2½ per share payable on the 15th proxime.

Because nobody seems to know whose "piggin" it is to attend to it, a very disagreeable stench has been allowed to remain near the steps leading down from the Magistracy to the charge room.

We would draw special attention to the remarkable boycott news in our Canton letter. If it be true that the American Government has authorised such a message to the Viceroy, it amounts, ultimately, to an ultimatum.

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result of his treachery.

The civil government of Karafuto (Saghalien) will be organised in the middle of August after Mr. Kumagai arrives at Alexandrovsk.

The August number of the Victoria Literature Club's Magazine is a bright and amusing one; but there has been very little sport to record.

The average daily speed of the Minotaur, on her already reported record run from Yokohama to Port Townsend was 35.61 knots; and her average hourly speed was 17.75 knots.

The Seoul Press says Mr. Meun is reported to have left for Tokyo conveying a secret autograph letter from the Korean Emperor addressed to Marquis Ito requesting that nobleman to act as Advisor-General to the Korean Government.

The steamer Southerly, 478 tons net, while lying at anchor in Kobe harbour on the 2nd, was run into by the O. S. K. S. Geonan Maru, whose steering gear had broken down. The Southerly was holed below the water-line, but was towed into the Kawasaki dock in time.

A meeting of the Consular Body was held at Shanghai on August 10th to consider the menaces involved to foreign trade generally in the circumstances of the threatening boycotting. It is understood, says the N.C. Daily News, that it was decided to address the Diplomatic Body on the subject, which has now become a serious one, asking it to make representations to the Waiwu.

Sir John Maddon, the Chief Justice of Victoria, has discovered a new method of dealing with old offenders. As he puts it, under this system they "sentence themselves." Sir John's plan is to add up the culprit's previous sentences and award him the sum total for his fresh offence. In a case of ordinary larceny the other day, Sir John sentenced the offender to nine years and one month—his aggregate record.

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Yesterday Messrs. Hughes and Hough auctioneers, put up for sale the steam launches *Amelia* and *Alexandra* at the Army Service Corps pier, Arsenal Street. The *Amelia*, 100 ft. long, has a depth of 60 feet, beam 10 and depth 6 feet. She was sold to Mr. Chung-Sum Kee for \$3,300. The same purchaser, being the highest bidder, also took possession of the *Alexandra*, the price for which she was knocked down being \$2,400. She is a vessel of 65 feet by eleven feet with a draft of six feet, and is also built of teak.

The newspaper which Mr. Silas C. Peony is floating in Singapore was to have been called the *Straits Morning Chronicle*. The *Finang Gazette*, which has the sub-title, printed but never spoken of, *Straits Chronicle*, has (we are informed) threatened legal proceedings against the *Straits Chronicle*: so, for the sake of peace, Mr. Peony has changed his to *Eastern Daily Mail*. Doubtless, the rise of the new venture will not be sweet, called by its new name, as by the name which has been discarded in deference to the remonstrance of the *Finang Gazette*.

It has been understood for some little time that the China Traders' Insurance Co. Ltd., was to be amalgamated with the Union Insurance Society of Canton, says the N.C. Daily News. In their Share Report of the 10th inst. Messrs. J. A. Sullivan & Co. write, under the heading "China Traders":—"We are credibly informed that the old name, after the amalgamation, will not disappear, but that the company will formally pass under the management of the Union Insurance Society of Canton, who will assume control and direction of the China Traders' business, and arrangements will be made to pay off the present staff of the company in a liberal manner.

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The report on the trade of Corea includes the following:—The principal highway being thus open and safe [from war interference] there were not wanting exceptional inducements to trade. Cereals of every kind yielded excellent crops throughout the country, and the requirements of the Japanese forces—and in Hamgyo-do of the Russian forces—created an easy market for these foodstuffs without the trouble and expense of transportation abroad. Native labour, too, was employed on a large scale, and well remunerated, in connection with the movement of troops and the work on the Seoul-Pusan and Seoul-Wiju railways. Many uncounted millions of yen were thus, in consequence of the war and the railway construction, which it so greatly accelerated, distributed among the Corean people. Never before, it is safe to say, has the average Corean had so much to spend, and the Import tables show how freely he has spent it and how great and immediate is the advantage to Foreign trade which may be expected to follow any improvement in his circumstances. Another less gratifying consequence of the abundance of employment and higher wages was the greatly increased cost of living, both for Natives and Foreigners; prices having risen in many cases 50 to 100 per cent.

It is noteworthy that more than half the imports of the year arrived in the last four months.

The Oriental Construction Company have taken over the contract for the construction of an Ice Company at Canton. The company promoting the venture has been reorganised, financially well-hand, and an early start will be made with the plant. The construction company are confident of having it erected before the contract time expires, and in time for the next hot season. Fifty tons of ice will be turned out per day, and in addition there will be a distilling plant capable of turning out 30 gallons of distilled water per day.

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result of his treachery.

The report on the trade of Corea includes the following:—The principal highway being thus open and safe [from war interference] there were not wanting exceptional inducements to trade. Cereals of every kind yielded excellent crops throughout the country, and the requirements of the Japanese forces—and in Hamgyo-do of the Russian forces—created an easy market for these foodstuffs without the trouble and expense of transportation abroad. Native labour, too, was employed on a large scale, and well remunerated, in connection with the movement of troops and the work on the Seoul-Pusan and Seoul-Wiju railways. Many uncounted millions of yen were thus, in consequence of the war and the railway construction, which it so greatly accelerated, distributed among the Corean people. Never before, it is safe to say, has the average Corean had so much to spend, and the Import tables show how freely he has spent it and how great and immediate is the advantage to Foreign trade which may be expected to follow any improvement in his circumstances. Another less gratifying consequence of the abundance of employment and higher wages was the greatly increased cost of living, both for Natives and Foreigners; prices having risen in many cases 50 to 100 per cent.

It is noteworthy that

## THE BOYCOTT AT HONGKONG.

**COMPRADEORE'S LIFE THREATENED.**  
Already a secret society is in existence locally for the purpose of pressing the boycott, and unless active measures are taken for its suppression trouble is likely to follow. The society terms itself the "Anti Exclusion Act Society," and its posters, which are growing more threatening, are hand written.

Yesterday the attention of Mr. G. Hogard, Chief Executive Officer, was attracted to the wall of a house in Bonham Strand West at which a crowd of coolies were gaping. On approaching he saw a hand written poster, and learned that it was in connection with the boycott, and threatened the life of Mr. Fung Wa Chun. Turning it down, he took it to this gentilman who had a translation made. The placard reviled and most infamously libelled him in a way which, even with his permission, we cannot publish; and it then went on: "He never looked after his own countrymen's interests re the boycott. If anybody will get his head they will be awarded \$2,000; if they shoot and kill him they will get \$1,000; if they wound, hurt or frighten him to make him sick, they will get \$500... We never swallow our words. This notice is issued by the Anti Exclusion Act Society."

"P.S.—The Lower Level Tramway Company was started by Americans, and Fung Wa Chun is that company's manager. All our compatriots ought to show their patriotic feeling by refusing to patronise the tramway."

In discussing the matter with a representative of this paper, Mr. Fung Wa Chun stated that his sympathies were with the boycotters, but he was not going beyond the pale of the law for them, no matter how many posters were posted about town. If H.E. the Governor consented to a meeting, then he would convene one, but if that consent were withheld he would take no further action in the matter. In conclusion Mr. Fung remarked that he did not think his hair would stand on end, or his shoulders be disturbed by the contents of the poster. He treated it, in fact, with the contempt it deserves:

## STEVENS JOIN.

We learn that the coolies of Hongkong are discussing a proposal to cease working cargo in the harbour on any ship flying the American flag.

## THE CIRCUS.

The splendid performance in the tent at Causeway Bay continues to draw large crowds, whose appreciation of the sensational and comic turns is abundantly made manifest. Yesterday afternoon the first matinee was held, and like the evening performance, was well attended.

The most novel and sensational events of the evening were the performers of what are termed wild animals, denizens of the forest, although in the hands of Herr Zapt, their daring trainer, they are as quiet as lambs. In a massive iron cage a tiger takes his seat on a pony's back and rides round the ring, while the king of beasts, seated on the back of an elephant on a tricycle, is pedalled round, yawning all the time and wearing a bored look as though he got too many free rides. Then jumbo himself does his turns, and many of the spectators who have seen him waltz villagee that the phrase "clumsy as an elephant" is now obsolete.

Regarding the final result of the competition Mr. Brugman was rather hopeful. Soon sanguinary engagements will take place between the roll, not the plate, and pay a penalty for out of the pocket of an apron fitted on to him. Then accompanied by a small pony he continues his performance, the pair rolling a barrel across the arena. The mid-air flights of the Herbert Truapeze Troupe were excellent, and their aerial somersaults as they were passed from one trapeze to another were greeted with rounds of applause. Allan Kow was a perfect marvel on the bicycle, and held the same excellent control over his steed as did Herr Zapt over his monogram. The clever acts of her performing dogs rate Mrs. Fitz-Gerald as high class trainer. When "Rags" hid in a barrel on end, and "Floss" refused to disclose his hiding place the spectators became interested, but when the lady's back was turned on the barrel and "Rags" bobbed up his head, let out a yell, and again withdrew from sight, their laughter was irresistible. "Stumpy" was a skinner of no mean order, and created much amusement when skipping with Mrs. Fitz-Gerald. The horses are fine specimens of Australian breeds, and well trained, and the riders found applause in their various displays. The youthful rider Lyengurs displays his abilities in a hurricane hurdle set, vaulting off between the rails in a very neat and agile manner. The feats of the riders of the Black Olympians are a display of horsemanship par excellence, while Will Henderson's attempts to jump on the back of a galloping horse proved successful, and earned for the rider much applause. The funny fun of the clowns furnished the audience with food for mirth, while Miss Sybil Barron's displays of juggling, really excellent displays, were applauded again and again; and the Ballerinas were not allowed to depart without their quota of applause after their rendering of the "Bismarck Canaries."

In der Klub Germania. Gestern Abend Englaend mit Deutscher.

"Man sagt es gibt in Schantung ein-er, er-rising" zwischen die Chinesen mange?"

"Ja, so?" (liest wieder seiner Zeitung).

"Denken Sie dass etwas schlechtes davon kommt?"

"Chinesen? Gegen unser Vaterland? Un-moeglich! Wir koennen gleich diese Moskites 'squash'."

## THE WAR IN SOUTH CELEBES.

From the Java correspondent of the N.C. Daily News.

Sourabaya, 29th July.  
On Saturday, 15th inst., the remainder of the expeditionary troops left our port for South Celebes by the transports *Van Riemsdyk*, *Van Outhoorn*, *General Pel*, *Van Israhel* and *Van den Bosch*, accompanied by the gunboat *Flores*. The Commander-in-Chief, Colonel Van Loenen, with his staff, disembarked at Macassar, whilst the body of the expedition was brought over to Bulukumba (on the south coast, see map), where they will wait for the chief to join them. The latter held a conference at Macassar, with the Governor, Mr. Kroonen, and the Commander-in-Chief of the garrison forces, Lieutenant-Colonel Michielson. There, it was found necessary to reinforce the garrison of that part, considering the situation in Gowa, where agitation has been rising extremely, and especially lately, it having become inevitable to imprison two princes of Gowa who were preaching rebellion, and to deport them over to Sourabaya. It has transpired besides that agents of Boni are busy among the population of Gowa to induce the latter also into a rising against Government. That is the reason why the Governor of Celebes wired to the Governor General of this colony for more troops, and orders are given for their embarkation at Samarang at the first opportunity.

On July 17th in the afternoon Colonel Van Loenen and staff left Macassar to join the army at Bulukumba, whence they first proceeded to Balige (Balige).

On the same day (17th inst.) the editor of the *Sociaalbund Handelsblad* had an interview with the political resident of Celebes, Mr. Brugman, who passed through Sourabaya. The interview was very interesting. The above-named Government official has been serving for thirty years on the island of Celebes, and knows the native States there as a Parisian may know the Boulevard des Italiens. He was questioned as to how it came about that the Rajah of Boni, from being a friend of Government, was converted into an enemy. The reply was that this old ruler, formerly a man of very liberal ideas, became quite bigoted through the Arabs who settled in his country. This is wonderfully coincident with news received from the correspondence at Constantinople of one of the Dutch daily papers, stating that the ruler of Boni has deducted a sum of £200 to the Sublime Porte for the further extension of the Hedjaz railway line to the holy places of the Islam. This donation was handed over by a sheikh of Hadramut, who a few years ago travelled in the Netherlands East Indies, evidently for the purpose of propagating the pan-Islamical idea. On the same occasion the sheikh consigned a letter either from or on behalf of the Rajah of Boni, in which he appeals for help to the khalif in his own name and that of his allies against the Dutch Government. This khalif will remain chimerical; still meanwhile the Turkish Consul-General at Batavia has been ordered by his Government to provide reports about the progress of affairs in South Celebes.

Come back to the interview. Mr. Brugman further said that he expected the States of Wadjie, Soropang, and Adjapappang to co-operate with Boni. Luwu, a State ruled by a prince, who is allied to the Government but not a vassal, is not likely to become offensive, but might be combative in case of an attack. The State of Gowa, he thinks, will remain neutral, at least if there is no excessive strength in the pro-war party.

These small States in South Celebes seem to be rather well provided with fire arms, even of modern construction. Mr. Brugman estimated the number of them in Boni to be one thousand; in Sidemen (the principal one of the Adjapappang States) two thousand at least; and in Gowa one thousand; whilst within the limits of the other States they seem to be fewer in number. Of highest importance Mr. Brugman considered the prevention of import of opium, which he says, is in time of war, an article almost as indispensable as arms and ammunition.

Regarding the final result of the competition Mr. Brugman was rather hopeful. Soon sanguinary engagements will take place between the roll, not the plate, and pay a penalty for out of the pocket of an apron fitted on to him. Then accompanied by a small pony he continues his performance, the pair rolling a barrel across the arena. The mid-air flights of the Herbert Truapeze Troupe were excellent, and their aerial somersaults as they were passed from one trapeze to another were greeted with rounds of applause. Allan Kow was a perfect marvel on the bicycle, and held the same excellent control over his steed as did Herr Zapt over his monogram. The clever acts of her performing dogs rate Mrs. Fitz-Gerald as high class trainer. When "Rags" hid in a barrel on end, and "Floss" refused to disclose his hiding place the spectators became interested, but when the lady's back was turned on the barrel and "Rags" bobbed up his head, let out a yell, and again withdrew from sight, their laughter was irresistible. "Stumpy" was a skinner of no mean order, and created much amusement when skipping with Mrs. Fitz-Gerald. The horses are fine specimens of Australian breeds, and well trained, and the riders found applause in their various displays. The youthful rider Lyengurs displays his abilities in a hurricane hurdle set, vaulting off between the rails in a very neat and agile manner. The feats of the riders of the Black Olympians are a display of horsemanship par excellence, while Will Henderson's attempts to jump on the back of a galloping horse proved successful, and earned for the rider much applause. The funny fun of the clowns furnished the audience with food for mirth, while Miss Sybil Barron's displays of juggling, really excellent displays, were applauded again and again; and the Ballerinas were not allowed to depart without their quota of applause after their rendering of the "Bismarck Canaries."

## BETTER CLASS AMERICAN OPINION.

The New York *Nation* says:—President Roosevelt has laudably announced to the diplomatic service that "the purpose of the Government of the United States is to show the widest and heartiest courtesy towards all men who may come to the United States as well as towards all Chinese officials or representatives in any capacity of the Chinese Government." No President hereafter can openly take a different attitude; not even if he be the especial choice of the Pacific Coast labour unions; and if under such an Executive the practice once more becomes as disgraceful and uncivilised as of late, the representative of China at Washington need only point to this letter of President Roosevelt to prove that the Chinese Empire has the right to demand better treatment. It is true that the President might have moved sooner, and that he did not act until compelled by a rising tide of popular indignation at the insults to which educated Chinese have been subjected in our gates, and by the growing fear that the country is confronted with a serious boycott in the East. Now that it appears that even the long-suffering Chinese will turn at last, there has been some sudden awakening. Even on the Pacific Coast it is felt that something must be done, unless a magnificent trade is to come to an abrupt end. The Portland *Ore.*, Chamber of Commerce, for instance, has become conscious that inciting on the Open Door in the East and boasting of our presence in the Philippines the commercial key to Asia are not going to sell a dollar's worth of American goods in China, if the boycott takes effect. As for the South, it has promptly developed a foible for the Chinaman which is striking contrast to its feeling for the negro. The reason lies herein: Southern millionaires are not unaware that three-quarters of their products are sold in China, and that the boycott would cripple an industry which has been built up against great odds until it is the particular pride of the South.

## TRADE OF CHANGSHA IN 1904.

We take from the editorial column of the N.C. Daily News the following informative comments:

There are Commissioners of Customs who, however long they may be in the service, remain foreigners at heart, and they can give valuable advice to the native authorities of the ports where they are posted; there are some, however, who soon become as Chinese as the Chinese themselves, and the effect of any advice they give is to confirm the Chinese in their efforts to obstruct foreign merchants and foreign trade. We do not wish to say in so many words that the acting Commissioner of Customs at Changsha belongs to the latter category, but there are some remarks in his otherwise interesting Report on the Trade of Changsha in 1904 which are decidedly suspicious. He says, in reference to the opening of Changsha as a treaty port: "A Settlement and an open or treaty port are synonymous terms with Chinese officials; the latter cannot be without the former." If he found the Chinese officials holding this view when he arrived at Changsha to open the port in accordance with the Japanese commercial treaty with China it was his obvious duty to disabuse their minds of the idea as soon as possible. For what it means is this, that while a port may be opened by treaty, the officials can prevent its being opened to trade as long as a Foreign Settlement is not provided. To see how false this statement is, we have only to look at the history of Shanghai. There was no Foreign Settlement when Shanghai was opened to trade in 1843, and the foreigners established themselves in the native city, and they adopted as their kong names, some of which remain to this day, the names of the native hongs which they found quarters, until a Settlement was established. It is evident from the report of Mr. Harris that there is no really convenient site for a Foreign Settlement at Changsha, and therefore, according to his view, Changsha is never to be really opened at all. Naturally foreign merchants going to Changsha to trade will be near the native merchants with whom they propose to deal, and Mr. Harris tells us that "the large hongs and stores are all inside the city." We are rather surprised that such an obstructive statement as that made by Mr. Harris, which puts the ideas of the officials and gentry of Changsha above the treaty stipulations signed and ratified by the Chinese Government, was allowed to pass the censorship which we presume is exercised by the Statistical Secretary before these reports are published. It is surely part of the duty of Commissioners of Customs to do everything they can to promote trade, not to find reasons for quelling in the obstructive conservatism of the native officials!

With this serious exception, we find Mr. Harris' report, as we have said, very interesting. He begins with a historical sketch of Human, dwelling for a moment on the great men of the province, Tseng Ku-fan and his brother, and Tso Tsung-tang, and the scholar Chen Han, whom he gently stigmatises as a "misguided patriot." He gives a very good pen-picture, with a chart of the harbour, of Changsha and its surroundings, including the hill of Yeh and its college, once the home of the Confucian commentator Chu Fu-ts, whose grave at Kiukiang is one of the memorable sights of that port. He mentions that the site which the Japanese were ready to accept for a Foreign Settlement is on the river bank outside the North Gate of the city, and subject to inundation. This site, and the regulations proposed, he says, "have not as yet been accepted by the other Powers, who favour mixed residence," he means, apparently, residence in the city, where a house has been provided for the British Consul; and it is for adopting a course favoured by all the Powers that such vigorous attempts have been made to crush Mr. Bennett, the pioneer of British trade in Changsha. A plan of the proposed Settlement is given; it would have been more useful if the height of the ground above or below high water mark had been given, so that intending settlers might have had some idea of the amount of filling-in and raising they would have to undertake. Considering the obstacles put in the way of trade by the officials, it is not to be wondered at that the imports of foreign goods were not larger, the total value being something under two million taels, of which machinery and copper for the mint accounted for Tls. 470,000. The total value of the exports was Tls. 614,000, of which the principal article were rice (Tls. 239,000), cotton (Tls. 76,000), lily-flower seeds and lotus-seeds (Tls. 65,000), and fire-crackers (Tls. 55,000). The total duties collected during the six months recorded amounted to Tls. 35,367. British and Japanese steamers have continued running regularly from Hankow to Changsha, but the service does not seem to have been entirely satisfactory, as "no attempt has yet been made to provide special lighters and steam launches for use in the low-water season between Changsha and the outer world." There has been no advance in the mineral development of the province, rich as it is known to be, all the prospect, except three Government mines, having been allotted to three "gentle" companies, who did not grant any concessions if they can avoid it. The Japanese, Mr. Harris tells us, "are well disposed to the possibilities of this province"—their representatives are everywhere, several first-class teachers are assisting in scholastic work, Japanese or English is the foreign language taught in the schools, and it is likely that Japanese military instructors will be engaged for the two military academies. This preference for Japan is in part explained by the proximity of Japan to China, by the literary connoissements, and by the less expense involved in residence in Japan in the employment of Japanese instructors. Mr. Harris makes some pertinent remarks on the coinage question, and notes that "no attempt is, unfortunately, being made to deal with coinage depreciation, depreciation, etc., on a scientific and just basis." There is a brisk export business in Human brass-10 cash pieces, which are rated at 8 large cash in Changsha, but are exchangeable in Hupeh for 10 large cash.

It will be noted that not a word is said in Mr. Harris' report of the splendid work done by the missionaries in assisting the opening of Human and in providing and maintaining schools and hospitals.

## WEATHER REPORT.

The Hongkong Observatory, yesterday issued the following report:—

On the 15th at 5 p.m. This morning the depression was lying between Mojuo Sima and the Loochoos and moving N.N.W.

On the 16th at 12.10 p.m. The barometer has risen slightly over the E. coast of China and Formosa.

The depression lying to the W. of the Loochoos yesterday afternoon has probably recurred and may now be approaching the coast of S.W. Japan.

The Japanese return for this morning are, however, not yet to hand.

Moderate variable winds are likely to prevail in the Formosa Channel and moderate S. winds over the N. part of the China Sea.

Forecast.—Variable winds, light or moderate, thundershowsers.

## ON A CHINESE CARGO BOAT.

AMUSING REMINISCENCES OF MR. ALFRED IN IRELAND.

The *Ban Watt Soon* steamed into sight early this morning, and by noon I was alongside in a small native boat with my servant and my baggage. The sea was perfectly smooth and the unshapely, evil-smelling hull of the *Ban Watt Soon* rose from the ocean like some resurrected scrap heap—a mass of rust, dirt and uncategorised jetsam of coast travel.

The cargo of the *Ban Watt Soon* had been picked up at a dozen small ports on the eastern shore of the Malay peninsula. Of what they were stored below decks I cannot speak, for the hatchways were mercifully battened down; but the deck cargo included pigs, dried fish, eggs of which a sufficient number were broken to stir every note in the gamut of olfactory perception, fruit in every stage of decay, and more than 5000 fowls.

This commerce of hens between the small native states of Kelantan and Tringkau and the great port of Singapore is entirely in the hands of Chinamen, and the national character of the trade carries with it the most appalling consequences for the non-existent passenger on the "hen" boats.

To a Chinaman "economy" is writ, large across the page of life. For the true native of the Flower Kingdom economy is the mother of invention, the soul of wit, nature's first law, the ten commandments, the thirty-nine articles, the law and the prophets. And so John, striving for economy, but innocent of all scientific knowledge thereof according to our standards, solves the problem of the transportation of hens something after this fashion:

The steamship company will not carry uncooked hens; the birds must be packed in crates and the freight is charged per crate and not per bird. These conditions are examined by the Chinaman through the lens of Chinese economy, and a principle is evolved. At the charge is per crate and not per bird, the closer the birds are packed the less the freight works out per hen.

"Any accuracy of mathematician can tell you."

The application of this principle gives very definite results. A crate which might reasonably hold twenty birds will contain with 100 and eighty of these die before they reach market. To the superficial Caucasian observer the facts might suggest the classical answer to the famous riddle, "Why is an army mule?" namely, "The more the fewer." But it is not so in fact, for the things work out like this. To the Chinaman buying food no food is bad. The standard being price, not quality. A fine healthy bird newly taken from a career of domination in the yard, costs so much; a livid corpse, with here and there a draggled feather attesting an ancient, nay, almost a legendary past, costs so much; and between the extremes you may find every degree in the food value of a dead fowl as carefully graded as an apothecary's scales, and buyers and sellers alike will carry forward ... \$ 9,228.40.

Very ample depreciation has been allowed on buildings, plant, furniture, fixtures, cutlery, Napery, etc., a sum of over \$26,600 having been written off these various accounts. A sum of \$3000 has been reserved against bad and doubtful debts, or nearly 10 per cent. of the total outstanding, an amount which it is hoped will not be fully required, but which the directors propose to deal with as follows:—To pay a dividend of 10 per cent. absorbed.

To carry forward ... \$ 63,800.00  
To place to a reserve account ... \$ 14,516.39  
To carry forward ... \$ 9,228.40.

John packs his crate full of birds, lights a handful of imitation paper money by way of burnt offerings to the gods, and hopes for the best. The best usually works out on stock taking at Singapore at about twenty live birds in \$10. Fifty more or less dead, and thirty so fat across the line that no application of red pepper to the eyes or boiling water to the feet can evoke a cackle.

The *Ban Watt Soon* had a brave burden of fowl crates. They were piled high on the decks; they filled the life boats; they nestled against the smokestack; they hung over the sides; they clung to the stern; no place in all that ship, visible from the bridge, but yielded up day and night a farm yard chorus, growing feeble and feeble as the ranks of the living went down to swell the ranks of the dead.

Thus we fare to Singapore in the *Ban Watt Soon*. I have a hazy recollection that the food was unspeakably bad, that there was a drunken photographer on board who would fight me because I preferred Rudinol to pyrid; that every creeping and crawling thing which bites and stings the human frame in the tropic night held high revelry at which we were the hosts.

It may have been so! I cannot tell. For me the *Ban Watt Soon* was a ship of hens, and nothing more. The impression is deep, and shows no signs of weakening. To this day chicken in Maryland is as impossible for me to imagine for the purposes of food as a red-haired oyster would be to the laurel-crowned Alfred the Great.

It is not so in fact, for the things work out like this. To the Chinaman buying food no food is bad. The standard being price, not quality. A fine healthy bird newly taken from a career of domination in the yard, costs so much; a livid corpse, with here and there a draggled feather attesting an ancient, nay, almost a legendary past, costs so much; and between the extremes you may find every degree in the food value of a dead fowl as carefully graded as an apothecary's scales, and buyers and sellers alike will carry forward ... \$ 9,228.40.

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The *B*

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## NEW ADVERTISEMENTS

SOLICITOR WANTS CLERK and INTERPRETER, Chinese or Portuguese, for Hongkong and Outports, Speaking English and Chinese. State fully experience, and give testimonials, references, and suggested salary to—  
X. Y. Z.  
Care of King Edward Hotel,  
Hongkong, 17th August, 1905. [1907]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this day, will be payable at the Hongkong and Shanghai Banking Corporation, on and after WEDNESDAY, the 16th August, 1905.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors.

T. ARNOLD,  
Secretary.

Hongkong, 15th August, 1905. [1911]

THE ROYAL HONGKONG YACHT CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Members will be held at the HONGKONG CRICKET CLUB PAVILION, on THURSDAY, the 21st instant, at 5.30 p.m. when the following Resolutions, which were unanimously adopted at an Extraordinary General Meeting of Members duly convened and held on THURSDAY, the 10th instant at the Club Matched, Kowloon, will be submitted for confirmation:—

- (1) That the exchange of site offered by the Hon. THE COLONIAL SECRETARY be and is hereby accepted.
- (2) That the Plan as prepared by Mr. C. H. Gale and approved by the Committee be and they are hereby adopted.
- (3) That Debentures of \$36 each to the value of \$200,000 bearing interest at 7 per cent. payable yearly, and redeemable at the option of the Club, be issued as from the 1st of January next.

H. PERCY SMITH,  
Secretary.

Victoria Building,  
Hongkong, 17th August, 1905. [1912]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:

On MONDAY, 28th AUGUST.— From Lyuen, West Battery, towards entrance to Junk Bay, at range of 600 to 4,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

If the weather is unfavourable on the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

BASIL TAYLOR,  
Harbour Master, &c.  
Harbour Department.  
Hongkong, 15th August, 1905. [1909]

NOTICE TO MARINERS.

No. 212 (Special).

## CHINA SEA.

CHEFOO DISTRICT.

Tower Hill Light exhibited.

NOTICE IS HEREBY GIVEN that the Tower Hill Light, Chefoor Harbour, was exhibited for the first time at sunset on the 24th July.

The illuminating apparatus is dioptric, occulting, of the Third Order, showing a fixed white and red light varied by a single eclipse every ten seconds, thus:—

5 seconds Light.

2 seconds Eclipse.

The Luminous, which is painted white, surmounts the native tower on the summit of Tower Hill; and the Light, which is elevated 175 feet above the level of the sea, should be visible in clear weather at a distance of 19½ miles, except where it is obscured by land.

The Light shows Red from S. 34° W. to S. 41° W., White from S. 41° W. to S. 59° W., Red from S. 59° W. to N. 80° W., except where it is obscured by the Island of Kwangkuang, White from N. 80° W. to N. 73° W., and Red from N. 73° W. to where it is cut off by the land. It also shows Red within the Harbour only, from S. 23° E. to S. 34° W.

Bearings are magnetic and from seaward. Approximate Position: Lat. 23° 33' N. Longit. 121° 25' E.

W. FRED. TYLER,  
Coast Inspector:  
Coast Inspector's Office,  
Shanghai, 23rd July, 1905. [1910]

(By ORDER OF THE MORTGAGEES)

## PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by Public Auction

On WEDNESDAY, the 30th day of AUGUST, 1905, at 3 p.m., at their SALE ROOMS, the following VALUABLE LEASEHOLD PROPERTY situated at—

Victoria, in the Colony of Hongkong, viz.:—

ALL those pieces or parcels of ground situated at Victoria aforesaid registered in the Land Office, respectively as THE REMAINING PORTION of SECTION A of INLAND LOT No. 505 and the REMAINING PORTION of INLAND LOT No. 505 together with the messuages thereon known as Nos. 4, 5, 58, 59, 60 and 62 Stone Nullah Lane and Nos. 4, 6, 8, 10 and 12 Wan Chai Road, Areas 3,720 square feet or thereabouts. Term 99 years.

For further particulars and conditions of sale apply to—

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Mortgagors, or to—

Messrs. HUGHES & HOUGH, Government Auctioneers.

Hongkong, 17th August, 1905. [1913]

## NEW ADVERTISEMENTS

## TO LET.

4 NICE ROOMS (UNFURNISHED) on Ground Floor, Chep. Apply—  
H. T.  
Care of Daily Press Office.  
Hongkong, 17th August, 1905. [1908]

FOR SINGAPORE AND CALCUTTA.

THE Steamship

## SAMBIA.

Captain Lubning, will be despatched for the above ports on WEDNESDAY, the 23rd inst., at 5 P.M.

For Freight, apply to—  
HAMBURG-AMERIKA LINIE,  
Hongkong Office,  
Hongkong, 16th August, 1905. [1906]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.  
THE Company's Steamship

## KUMSANG.

having arrived from the above ports, Consignees of Cargo by are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 P.M., the 18th August will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.  
Bill of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th August, 1905. [18]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

## CEYLON.

FROM ANTWERP, LONDON, MALTA, POUL SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. To-DAY.

Goods not cleared by the 22nd inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 16th August, 1905. [1]

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

## PREUSSEN.

Having arrived, Consignees of Cargo are hereby informed that their Goods (with the exception of Opium, Treasure and Valuables) are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. To-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 22nd August, at 9.30 A.M.

All Claims must reach us before the 25th August, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NOEDDEUTSCHER LLOYD,  
MELCHERS & CO., Agents.

Hongkong, 16th August, 1905. [5]

## INTIMATIONS.

SAMARANG SEA & FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept risks against Fire at Current rates.

GROSSMANN & CO.  
Hongkong, 16th August, 1905. [1901]

## WANTED.

BOARD and RESIDENCE with a Private Family at Kowloon, for a young gentleman.

Apply stating terms to Box 673.

Care of Daily Press Office.  
Hongkong, 15th August, 1905. [1888]

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1906, 1907, 1908.

TENDERERS will be received by the Secretary to the Governor, Sandakan, on or before 2nd October, 1905, for the following Revenue Farms for the year 1906, or for the three years 1906, 1907 and 1908.

OPUM FARM.  
SPIRIT LICENSE FARM.  
PAWNBORROWING FARM.

CUSTOMS FARM (North Borneo only).  
GAMBLING RESTRICTION FARM (North Borneo only).

For Particulars apply to—  
GLIB, LIVINGSTON & CO.  
Agents British North Borneo Co.,  
Hongkong.

Hongkong, 24th July, 1905. [1735]

## INTIMATIONS.

HONGKONG VOLUNTEER CORPS.

GRAND PROMENADE CONCERT.

on the

VOLUNTEER PARADE GROUND

(Near Tramway Station),

on

SATURDAY, AUGUST 19TH.

AT 9.15 P.M.

Tickets \$2, and \$1, can be obtained at the

Volunteer Head Quarters, near the Hongkong Club.

Hongkong, 10th August, 1905. [1865]

FITZ-GERALD BROS'.  
GREAT CIRCUS COMBINATION

INSTANTANEOUS SUCCESS

OF THE

MAMMOTH SHOW.

6,000 PEOPLE PRESENT

A DELIGHTED AUDIENCE.

ALL THE STAR ACTS BRILLIANTLY

SUCCESSFUL.

1.—THE GREAT HERBERT TROUPE OF AERIAL TRAPEZE GYM-NASTS.

2.—THE LION PRINCE RIDING AN ELEPHANT.

3.—THE TIGER KITTY RIDING A PONY.

4.—THE ELEPHANT LIZZIE AND PONY OSCAR.

5.—THE SIX CHARMING YOUNG AUSTRALIAN BALLERINAS in their great success!

"The Bismarck Grenadiers." All Hongkong will shortly be hummed this distractin' tune.

6.—DOCTOR GORDON, the wonderful diminutive strong man.

7.—MANZONI'S DOGS.

8.—THE SAGACIOUS PONY SILVER KING.

TO-NIGHT (THURSDAY) TO-NIGHT

Aug. 17 ————— Aug. 17

AND EVERY EVENING, TILL FURTHER NOTICE.

Doors Open at 8.15 p.m. Performance begins at 8.15 p.m., open air Concert by Orchestra at 8.15 p.m.

LOCATION: CAUSEWAY BAY.

Prices:—Boxes and First Chairs \$3; Second Chairs \$2; Stalls \$1; Gallery (Chinese only) 50 cents. Special rates for men of the Military and Naval Services.

MATINEES: WEDNESDAY and SATURDAY AFTERNOONS at 4.15 p.m., when Children will be admitted to all parts of the Tent for 30 cents.

Box Plan at ROBINSON PIANO COMPANY. Special Trams will leave the Post Office every few minutes direct to the door and will await passengers after the performance. A special Tram runs to the Peak after the performance.

HAL GEORGE, Representative

**THE  
ROBINSON  
PIANO CO.,  
LIMITED.  
PIANOFORTE  
MANUFACTURERS  
TUNERS.  
POLISHERS AND  
REPAIRERS.**

BEG TO CALL ATTENTION TO  
THEIR EXTENSIVE STOCK  
OF  
HIGH-CLASS INSTRUMENTS,  
BOTH OF  
THEIR "OWN MAKE"  
AND THE  
LEADING BRITISH,  
CONTINENTAL  
AND  
AMERICAN HOUSES.  
AT  
PRICES WHICH DEFY  
COMPETITION.

MUSIC AND MUSICAL INSTRUMENTS  
OF EVERY DESCRIPTION.

CASH OR HIRE PURCHASE  
SYSTEM.

Hongkong, 20th July, 1905

[1363]

"SEETON."

A FIRST-CLASS FAMILY HEALTH  
RESORT.

Splendid Bathing Facilities for Adults and  
Children.

Separate Bathing Accommodation for Ladies  
and Gentlemen.

Lawns suitable for private parties and picnics  
let by arrangement.

First-Class Refreshments only supplied.

Picnics catered for.

Special lunches will leave Blake Pier on the  
following days (weather permitting):

Tuesdays and Thursdays leave at 5.15 p.m.  
return at 7 p.m.

Saturdays, leave at 3.15 p.m., return at 7 p.m.

Sundays, leave at 3.15 p.m., return at 7 p.m.

Launches will call at Police Pier, Kowloon  
on Saturdays and Sundays.

Return tickets (including refreshments) \$1.00.

For further particulars, please apply to the  
undersigned.

SAMUEL SEE, Manager,  
Care of 15, Connaught Road Central,  
Hongkong, 17th August, 1905.

NOTICE.

**THE HONGKONG AND CHINA GAS  
COMPANY, LIMITED,** beg to notify  
the public that in addition to the recent  
REDUCTION IN PRICE OF GAS TO  
\$3.00 PER THOUSAND cubic feet, they now  
offer the following FAVOURABLE TERMS  
TO INTENDING CONSUMERS:

1. SERVICES up to 50 feet in length will  
be laid FREE.

2. NO CHARGE will be made for METER  
FIXING.

THESE CONCESSIONS will only apply  
to houses in which the work of fitting internal  
pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting  
will be supplied WITHOUT COST to intend-  
ing or existing customers.

The Company hire or sell all kinds of Gas  
Fittings, whether for Heating, Cooking or  
Lighting and INVITE INSPECTION of  
their Stock at their NEW SHOW ROOMS  
WEST POINT.

GEORGE CURRY,  
Local Secretary.

Hongkong, 14th June, 1905.

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**HONGKONG  
BUSINESS DIRECTORY.**

**IRON MERCHANTS.**

**SINGON & CO.,**  
Iron, Steel, Metal and Hardware  
Merchants. Wholesale and Retail  
Ironmongers. Pig Iron and Foundry  
Coke Importers. General Store  
keepers and Commission Agents.  
35 & 37, Hung Loong Street.  
(1st Street, West of Central  
Market.)

**PHOTOGRAPHER.**

**M. MUMIYEA, JAPANESE Artist.**  
Bronide and Crayon Engravings and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8a, Queen's  
Road Central.

**STOREKEEPERS**

**BISMARCK & CO.**  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

**KWONG SANG & CO.**  
Shipbuilders, Sailmakers, Provisioners,  
Coal Merchants' Hardware, Engineers  
Tools, Metal, Iron and Steel Merchants  
57 & 59, Connaught Road, New  
Praya Central.

**FOR SALE OR CHARTER.**

**THE Auxiliary Yawl Yacht "SNOW-  
FLAKE,"** 42 tons, 62 knots speed,  
excellent accommodation for four persons,  
Electric Fans and all conveniences recently  
thoroughly overhauled, terms moderate, owner  
leaving for Home.

Apply to  
**WHYMARK & THOMPSON,**  
82, Sakai Machi, Kobe,  
Japan.  
Kobe, 12th July, 1905.

[1716]

**NOTICE TO KOWLOON RESIDENTS**

**EXTRA COPIES** of *Daily Press* are on  
Expo daily at Mr. AH YAU'S FERRY  
WHARF STALL. Price 15 cents per copy  
each.

Hongkong, 22nd December, 1902.

**ON SALE.**

**BOUND VOLUMES** of the **HONGKONG  
WEEKLY PRESS**, January to June  
1905. With INDEX. Price \$7.50.  
On sale at the *Hongkong Daily Press* Office.  
Hongkong 17th July, 1905.

**BOARD AND RESIDENCE**

**MRS. GILLANDER'S**  
"GLENWOOD,"  
27, CAINS ROAD.  
Hongkong 19th March, 1904.

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**FIRST-CLASS BOARD & RESIDENCE  
AT "BRAESIDE"**

**A LARGE AND COMMODIOUS  
RESIDENCE** standing in its own  
grounds, with Tennis Courts, Good Dining and  
Reception Rooms, Large airy and Well  
Furnished Bedrooms, every home comfort. Fine  
View of the Harbour. Terms moderate.  
Apply to Mrs. F. W. WATTS,  
"Brasile," 20, Macdonnell Road,  
(site of "Tang Fush").  
Hongkong, 27th June, 1905.

[1535]

**VISITORS AT HOTELS.**

**HONGKONG HOTEL.**  
Miss Adams Mr. A. Losoff  
Mr. C. O. Bannell Mr. J. McDonald  
Mrs. C. Barber Dr. O. Minchinton  
Mr. M. Bartonson Mr. H. S. Howard  
Mr. J. H. Beazit Mr. T. S. McLean  
Mr. L. Black Mr. F. G. McConnell  
Mrs. A. Blackwell Mr. A. McWillie  
Mr. & Mrs. J. E. Bling Mr. & Mrs. E. McRae  
him and child Mrs. Merle  
Mr. S. Blaney Mr. P. L. Miller  
Mr. W. S. Bussell Mr. & Mrs. E. Moon  
Mr. E. A. Bunner Mr. W. B. Moore  
Mr. F. G. Brighton Mr. Morrison  
Mr. L. Brougham Mr. E. H. Murray  
Mr. & Mrs. W. C. Mr. A. Mutterich  
Bunnell Mr. O. C. Nife  
Mr. F. W. Callan Mr. B. L. Packer  
Mr. W. L. Carter Mr. F. N. Le Pan  
Mr. T. H. M. Castle Mr. W. Purdie  
Mr. & Mrs. H. K. Chambord Mr. & Mrs. M. Foster  
Hon. Dr. Francis Clark Mr. W. Peake  
Mr. T. Clark Mr. & Mrs. T. L. Perkins  
Eng. Lt. and Mrs. H. I. Eng. Mr. E. Peterson  
Eng. Mr. C. L. Clegg, R.N. Mr. Preus  
Mr. G. Cuningham Mr. F. Quinckhardt  
Mr. D. du Daelin Dr. L. B. Keel  
Mr. F. O. Davies Mr. J. S. Bonch & child  
Mr. A. Determan Mr. L. Roche  
Miss E. H. Dougou Mr. F. A. Robbins  
Capt. & Mrs. J. Douglas Mrs. Robbins  
Mr. T. C. Downing Mr. A. C. Scott  
Mr. Fitzgerald Mr. J. Scruton  
Mrs. M. Fitzgerald Mr. J. S. Shaw  
Mr. J. D. Fitzgerald Mr. A. J. Skinner  
Mr. H. Fletcher Mr. Skott  
Mr. R. Dadd Mr. E. A. Stewin  
Mr. C. Gibson Mr. H. H. Starley  
Mr. W. Grant Mr. W. M. Stewart  
Mr. E. Green Mr. M. J. Thompson  
Mrs. F. Grimes Mr. D. T. Thompson  
Capt. T. A. Hall Mr. C. H. Ulrichsen  
Mr. R. Harding Mr. J. M. Underwood  
Eng. Capt. Hurst, R.N. Mr. J. W. Vreeland  
Mr. G. H. Innes Mr. F. W. Wadsworth  
Mr. F. Kerr Mr. F. Wirth  
Dr. and Mrs. H. D. Knudler Miss E. Watkins  
Mr. A. W. Whitlow Mrs. A. E. Willie  
Mr. P. H. Laco Mr. and Mrs. Wright  
Mr. A. H. Laing Mr. James Wright  
Mr. H. J. C. Large Mr. B. Yakovell  
Major Lawless Mr. J. Zeisler  
Mr. A. K. Lewis Mr. R. Ziemczak  
Mr. S. L. Louis

**KING EDWARD HOTEL.**  
Capt. H. Krebs  
Mr. A. E. Acaster Mr. John Kennoch  
Mr. & Mrs. C. P. Austin Mr. Frank H. Long  
Mr. H. W. Borth Mr. D. Longdon  
Miss S. L. Byng Mr. Capt. B. Lindholm  
Mr. and Mrs. W. P. Chamberlain Mr. J. G. McAlfe  
Mr. J. M. Esturton Mr. E. J. Mosca  
Mr. T. B. Garrison Mr. W. W. Purdie  
Mr. W. P. Hubbard Mr. M. M. Brett Schneider  
Mr. F. Watt Jameson Mr. Pedro Nelaseo do  
Silva  
Mr. K. Tomami Mr. A. W. Whitlow  
Mr. A. W. Wortsman Mr. K. Tonami  
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Mr. W. J. Baker Mr. John Kennoch  
Mr. D. Barker Mr. Frank H. Long  
Mr. W. F. Boatman Mr. H. W. Joseph  
Mr. E. Bradley Mr. J. G. McAlfe  
Mr. A. J. Brown Mr. E. J. Mosca  
Mr. C. V. Campbell Mr. E. W. Miller  
Mr. & Mrs. O. E. Erskine Mr. A. E. Paine  
Mr. O. T. Fisher Mr. W. T. Parker  
Mr. J. B. Fidzietz Mr. Robertson  
Mr. J. Fox Mrs. Wm. Rosenfeld  
Mrs. H. George Mr. C. Templeman  
Mr. A. J. Goodwin Mr. J. D. W. Thomson  
Dr. G. K. Guthrie Mr. & Mrs. Tonsell &  
Mr. J. Heads children  
Mr. A. Heimsohn Mr. & Mrs. Zapf and  
Mr. & Mrs. Herbert child

CARLTON HOTEL

Mr. J. Ainslie Mr. & Mrs. Lanzies

Capt. Anderson Mr. Alex. J. Lugebil

Mr. Roger J. Andap Mr. Mason

Mr. A. E. Blance Mr. N. Maxfield

Mr. B. Boyce Mr. & Mrs. Moy

Mr. J. C. Brinkbank Mr. U. Norwegia

Mr. L. T. Delaney Mrs. Parker and child

Mr. B. Engel Mr. Pugh

Miss M. Guines Madame Ribot &

Miss M. Hayes Miss Square

Dr. Jones Mr. O. Staeger

Mr. J. Jorgenson Mr. E. M. Williams

Mr. E. Kohlmoos Mr. Wolfhurst

Kowloon Hotel Mr. H. S. Hall

Mr. W. H. Goodwin Capt. & Mrs. O. L. Price

Mr. N. M. Holmes Evans and child

CHINA'S MONETARY SYSTEM.

AN OLD STORY RE-TOLD.

A Washington D. C. cable says—International boards, which are seeking to change the monetary system of China and place it

thoroughly on a gold standard basis, are encountering numerous obstacles arising from

the peculiar customs of the people practised through 1,000 years, many of which are closely allied with religious precepts.

George E. Anderson, of Illinois, until recently Consul at Hangchau, has called attention to one of the

peculiarities of the Chinese people which every year upsets the monetary system of the country, makes the banking business hazardous, and contributes to the general unrest of the

country. The custom of the Chinese is to pay all debts on the Chinese New Year. Invariably

it results in breaking several banks.

The last New Year in China occurred on

February 3, 4, and 5, during which period no

mails were transported into the interior, all mail

connections between Hangchau and Shanghai

were suspended, few newspapers were

published, and business came practically at a standstill.

The official court celebration lasted two weeks, and the offices of the provincial

government were closed not only for that period but until such time as the officials had recovered

from the celebration.

According to custom, every Chinaman pays

his debts during the celebration, in money, if

possible. He may "rob Peter to pay Paul,"

by borrowing from one friend to pay another,

but in some manner he pays the old debts. The

consequent draft on the banks is enormous and

interest rates go up.

It is much as it would be in the United States if all debts were payable at the same time, and banks should refuse credit until they

know what the outcome of the situation was to be," writes Consul Anderson to the State

Department. During this period he states that

interest rates sometimes rise as high as 20 per

cent. a month, which is five times the ordinary

rate. Consul Anderson sees no hope for the

Chinese bankers until the Empire has adopted

a system which will do away with national

discounts between varieties of money, and the

actual metallic monetary volume has been

augmented by a paper currency.

**COREA.**

A Seoul correspondent of the *N.Y. Daily News* says—

There has been much written of late with regard to Corea and her responsibility as to the war, and we regret to say that much of what has been written will mislead the Coreans and do them a wrong. It will also alienate the sympathy of the Japanese from the very people whom we desire most of all to help in their time of need.

To the ignorant people of this country, the responsibility for the war rests, heaven knows where, they know not and care not. All they see is an invasion of Japan pouring into the land; a railway of theirs running the whole length of it; ringed and spotted cities from the Island Empire, butting into them on the streets. When the Corean gets in the way with his long pipe, fan, and patriarchal look of wonder, he is frequently awakened by a puff or a kick to exclaim, "Under heaven and among men where is there I?" He does not wish to awaken to the fact that a pipe so long can a jostling street nowadays is cut off, and that if he stands by the roadside he will assuredly be run over by the electric cars or upset by some beast or other into no end of *disabilita*.

This same Corean talks over the wrongs he suffers at the hands of the Japanese. He was kicked. He has been kicked before for his stupidity, we are sorry to say, by a missionary, but that is not the question now. It is these Japanese. What matter to him if three hundred and sixty thousand, or half a million of them are among the dead, wounded, or missing on the battle field, this is his God to do as he pleases in, and he calls on the gods to back him up in it. He absolves himself from all responsibility, that is written down in him that he is equally responsible for having brought about, then Israel's sighing will surely be heard and

## SHIPPING.

## ARRIVALS.

AMARA, British str., 1,566, C. J. Mattock, 15th Aug.—Hongkong 13th Aug., Coal.—Jardine, Matheson & Co.  
CEYLON, British str., 2,637, C. F. Lockstone, 16th August—London 8th July, General—P. & O. S. N. Co.  
COURTEFOILLE British str., 2,873, J. W. Martin, 15th Aug.—Méjitié 9th Aug., Coal.—Bradley & Co.  
FRI, Norwegian str., 860, N. Andersen, 16th Aug.—Haiphong 12th Aug., General—Ansgard, Thorson & Co.  
KUMANO, British str., 2,077, E. J. Buller, 16th August—Calcutta 2nd August, Penang 7th and Singapore 10th, General—Jardine, Matheson & Co.  
LENNOX, British str., 2,361, F. McNair, 15th Aug.—Callao 29th June, Port Iron.—Dowdall & Co.  
PARHOI, British str., 1,276, Tschibbin, 16th Aug.—Shanghai 12th August, General—Butterfield & Swire.  
PELUS, British str., 4,800, J. Barwise, 16th August—Singapore 11th August, General—Butterfield & Swire.  
PESTANA, British str., 3,415, E. Spicer, R.N.R., 16th Aug.—Kohia 10th August, General—P. & O. S. N. Co.  
PREUSSEN, German str., 5,294, R. Meyer, 16th Aug.—Bremen 20th July, Mails and General—Melchers & Co.  
TRIUMPH, German str., 670, A. Hansen, 16th Aug.—Rangoon 12th Aug. and Hainan 15th General—Jobson & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE  
16th August  
Bourbon, French str., for Saigon.  
Ceylon, British str., for Shanghai.  
Chinkiang, British str., for Chinkiang.  
Eclipse, British ship, for Whampoa.  
Ichang, British str., for Tsin-tau.  
Padlo, British str., for Canton.  
Peter, British str., for Shanghai.  
Silda, Norwegian str., for Sourabaya.

## DEPARTURES.

16th August.  
BAROTSE, British str., for Nagasaki.  
CHIYUEN, Chinese str., for Canton.  
EMIA LUYEEN, German str., for Samarang.  
HERCULES, Norwegian str., for Kuchinotzu.  
HONGWAN I, British str., for Amoy.  
PALAMCOTTA, British str., for Rangoon.  
CHOWYA, German str., for Bangkok.  
HUR, French str., for Haiphong.  
PEHWAU, British str., for Rangoon.  
PHONTO, Norwegian str., for Haiphong.  
PREUSSEN, German str., for Shanghai.  
SCANDIA, German str., for Yokohama.  
ZWEENA, British str., for Singapore.

## SHIPPING REPORT.

The British str. *Kansou* reports: Light northerly winds, smooth sea and fine weather throughout.

## VESSELS IN DOCK.

16th August.  
ABERDEEN DOCKS.—*Poescan*, Hans Wagner, Lanschan, Thyra, Nord, Wingchau, Chan Wei, Tak Hing, Zafiro.  
COSMOPOLITAN DOCK.—*Battenhall*, Kutsang.

## VESSELS ON THE BERTH

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGAI, YOKOHAMA AND KOBE.  
THE Company's Steamship

## "PERSIA."

Captain Cradleto, will leave for the above places TO-DAY, the 17th inst., P.M.  
For Freight or Passage apply to  
SANDER, WIELER & CO., Agents, Princess Building, Hongkong, 16th August, 1905.

## ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW.  
THE Company's Steamship

## "HAICHING."

Captain A. E. Hodges, will be despatched for the above ports TO-MORROW, the 18th inst., 10 A.M., instead of as previously advertised.  
For Freight or Passage apply to  
DOUGLAS, LAPRAIK & CO., General Managers, Hongkong, 17th August, 1905.

IMPERIAL GERMAN MAIL LINE  
NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE VIA NEW GUINEA.

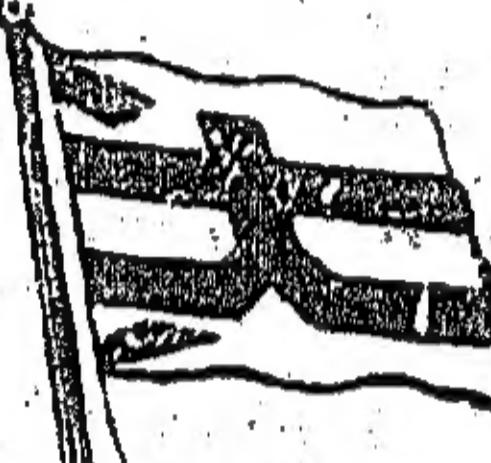
## STEAM FOR

FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE. On TUESDAY, the 22nd August at Noon, the Steamer "PRINZ SIGISMUND," Captain Louz, with Mails, Passengers and Cargo, will leave that port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Linen can be washed on board.  
NORDDEUTSCHER LLOYD.  
For Further Particulars, apply to  
MELCHERS & CO., Agents, Hongkong, 26th July, 1905.

## ALTERATION.

HONGKONG, 22nd July, 1905.



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FROM	THE CHARTERED S.S.	LEAVING
FOOCHOW VIA SWATOW AND AMOY	"TRIUMPH"	THURSDAY, 17th Aug.
TAMSUI VIA SWATOW AND AMOY	"A. HANSEN"	Aug. at 10 A.M.
+ SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"PROTEUS"	SUNDAY, 20th Aug., at 8 A.M.
ANPING VIA SWATOW AND AMOY	"CLARA JEBSEN"	MONDAY, 21st Aug., at 10 A.M.
	Bendixen	WEDNESDAY, 23rd Aug., at 10 A.M.
	"PROMISE"	THURSDAY, 24th Aug., at 10 A.M.
	THØSTENSEN	

\* This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with electric light.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central, Hongkong, 16th August, 1905.

T. ARIMA, Manager. [14]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS, ALSO LONDON, NEW YORK, BOSTON, BAETIMOE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

	1905
PRINZ HEINRICH	FRIDAY
PRINZ EITEL FRIEDRICH	WEDNESDAY
PREUSSEN	WEDNESDAY
BOON	WEDNESDAY
BAYERN	WEDNESDAY
ZIETEN	WEDNESDAY
PHINNESS ALICE	WEDNESDAY
SACHSEN	WEDNESDAY
PRINZ REGENT LUFTFOLD	WEDNESDAY
PRINZ HEINRICH	WEDNESDAY

PRINZ EITEL FRIEDRICH

PREUSSEN

BOON

BAYERN

ZIETEN

PHINNESS ALICE

SACHSEN

PRINZ REGENT LUFTFOLD

PRINZ HEINRICH

FRIDAY

WEDNESDAY

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

OUTWAIRS.	STEAMERS	BUS
GLASGOW and LIVERPOOL.	"ALCINOUS"	On 23rd August.
GLASGOW and LIVERPOOL.	"AGAMEMNON"	On 30th August.
GLASGOW and LIVERPOOL.	"JASON"	On 31st August.
GLASGOW and LIVERPOOL.	"TEEN KAI"	On 10th September.
HOMEWARDS.	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP.	"IDOMENUS"	On 17th August.
GENOA MARSEILLES and LIVERPOOL.	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP.	"PAKING"	On 29th August.
LONDON, AMSTERDAM and ANTWERP.	"ACHILLES"	On 12th September.
GENOA MARSEILLES and LIVERPOOL.	"YANGTSZE"	On 20th September.
LONDON, AMSTERDAM and ANTWERP.	"ANTENOR"	On 26th September.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA,  
EASTWARD.

FOR VICTORIA, SEATTLE, TACOMA, and the PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA	"JASON"	On 3rd September.

WESTWARD.  
For Freight, apply to—  
BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 18th July, 1905.

CHINA NAVIGATION CO.  
LIMITED.

STEAMERS	TO SAIL
TSINGTAO, CHEFOO & NEWCHWANG	"ICHANG"
SHANGHAI	"KIUKIANG"
CEBU and ILOILO	"PAKHOT"
MANILA	"SUNGKUANG"
SWATOW, WEIHAIWEI, CHEFOO	"TEAN"
and TIENTSIN	"CHIHLI"

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.  
+ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th August, 1905.

INDO-CHINA STEAM NAVIGATION CO.  
LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)  
STEAMERS TO SAIL.

SINGAPORE, SOURABAYA and SAMARANG	"FOOSHING"	Friday, 18th Aug., Noon.
MANILA	"YUENSANG"	Friday, 18th Aug., 4 P.M.
SHANGHAI	"KWONGSAM"	Saturday, 19th Aug., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 22nd Aug., Noon.
TIENTSIN	"ESANG"	Friday, 26th Aug., 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to—  
JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.

Hongkong, 16th August, 1905.

## HONGKONG-MANILA.

Highest Class; newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat., 26th Aug., Noon.
EUBIE	2540	A. H. Notley	Manila	Sat., 2nd Sept., Noon.

For Freight or Passage apply to—  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 14th August, 1905.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ  
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)  
S.S. "SIERRA BLANCA" ... On 20th September.

For freight and further information apply to—  
SHEWAN, TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 7th August, 1905.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

## SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
"EMPERESS OF INDIA" 6,000 Tons Com. E. Beetham, R.N.R. WEDNESDAY, 23rd Aug.  
"TARTAR" 4,425 Tons Com. W. Davison, R.N.R. WEDNESDAY, 13th Sept.  
"EMPERESS OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 22d Sept.  
"EMPERESS OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 18th Oct.  
"ATHENIAN" 3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 1st Nov.  
Hongkong to London, 1st Class via St. Lawrence £20. via New York £22.

Intermediate on Steamers, 249. and 1st Class Rail 242.

"INDRASAMHA." having arrived from the above ports, Consignees of Goods are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark and delivery may be obtained as soon as the Goods are landed.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

JARDINE, MATHESON & CO., Agents.

## NOTICE TO CONSIGNEES

## "INDRA" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES

## FROM NEW YORK VIA SUEZ CANAL

## THE Company's Steamship

## "INDRASAMHA."

having arrived from the above ports, Consignees of Goods are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 22nd August will be subject to rent.

All Claims against the Steamship must be presented to the Undersigned on or before the 20th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd August, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th August, 1905.

1899

## NOTICES TO CONSIGNEES

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES

## S.S. "BENGOLOE"

## FROM ANTWERP, LONDON AND STRAITS.

CONSIGNERS of Goods are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 22nd August will be subject to rent.

All Claims against the Steamship must be presented to the Undersigned on or before the 20th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd August, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th August, 1905.

1899

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES

## "SCANDIA."

Captain von Dochtin, having arrived from the above ports, Consignees of Goods are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 20th August will be subject to rent.

All Claims against the Steamship must be presented to the Undersigned on or before the 20th August, or they will not be recognized.

JARDINE, MATHESON & CO., Agents.

Hongkong, 15th August, 1905.

1899

"PERSIA."

having arrived, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

This Vessel brings on Cargo —

From Venice (ex s.s. "Epopea", transhipped at Trieste).

To Zanzibar (ex s.s. "Babenia", transhipped at Aden).

Optional Cargo will be discharged here unless notice to the contrary is given before the 10th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 13th August, 1905.

1903

NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES

## "BAROTSE."

having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery may be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared before the 23rd inst. will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 25th inst. or claims in connection ther

## POST OFFICE NOTICES.

The H.M.S. *Ernest Simon*, with the French mail of the 21st July, left Singapore on Tuesday, the 15th inst., at 4 p.m., and may be expected here on or about Tuesday, the 22nd inst. This packet brings replies to letters despatched from Hongkong on the 17th June.

**MAILS FOR CANTON, SAMSHU AND WUCHOW** are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.  
The S.S. *Wingcler* will not run to Macao until further notice.  
Mails for NAMTAO, SANBUE, KONGMOON, KUMOHOK, SAMSHU, WUCHOW and CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.  
No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR	PER	DATE.
Swatow, Singapore and Bangkok	Thursday	17th, 8.00 A.M.
Shanghai, Yokohama and Kobe	Thursday	17th, 11.00 A.M.
Macao	Thursday	17th, 12.15 P.M.
Tsingtao, Chefoo and Newchwang	Thursday	17th, 3.00 P.M.
Haiphong	Friday	18th, 8.00 A.M.
Swatow	Friday	18th, 9.00 A.M.
Yap, Sipan, Ruk, Pagan, Kuan, Juhuit, Batubar, Tawau, Ocean Island, Naura and Sydney	Friday	18th, 10.00 A.M.
Singapore, Surabaya and Samarang	Friday	18th, 10.00 A.M.
AMOT, SHANGAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Friday	18th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for despatch of the mail Extra Postage 10 cents)		
EUROPE, &c., INDIA VIA TUTICORIN	Friday	18th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Macao	Friday	18th, 12.15 P.M.
Shanghai	Friday	18th, 3.00 P.M.
Manila	Saturday	19th, 12.15 P.M.
Macao	Saturday	19th, 2.00 P.M.
Shanghai	Saturday	19th, 5.00 P.M.
Kobe	Saturday	19th, 5.00 P.M.
Singapore	Tuesday	22nd, 10.00 A.M.
Singapore, Penang and Cilecutta	Tuesday	22nd, 10.00 A.M.
Friedrich Wilhelmshafen, Herfordshire, Mattock, Brisbane, Sydney & Melbourne	Tuesday	22nd, 10.00 A.M.
Europe, &c., India via Tuticorin	Tuesday	22nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Cebu and Iloilo	Tuesday	22nd, 10.00 A.M.
Manila	Tuesday	22nd, 3.00 P.M.
Shanghai	Tuesday	22nd, 3.00 P.M.

## TO-DAY.

Fitz Gerald Bros' Circus, Causeway Bay.  
TO-MORROW.

Extraordinary general meeting of the Tebrau Planting Co., Ltd., noon.

## COMMERCIAL.

## CLOSING QUOTATIONS.

16th August.

ON LONDON.—	TELEGRAPHIC TRANSFER	1/11
	BANK BILLS, on demand	1/11
	BANK BILLS, at 30 days' sight	1/11
	BANK BILLS, at 4 months' sight	1/11
	CREDITS, at 4 months' sight	1/11
	DOCUMENTARY BILLS, 4 months' sight	1/11
ON PARIS.—		
	BANK BILLS, on demand	241
	CREDITS, at 4 months' sight	245
ON GERMANY.—	ON DEMAND	196
	ON CREDIT	196
ON NEW YORK.—	BANK BILLS, on demand	462
	CREDITS, 60 days' sight	473
ON TORONTO.—	TELEGRAPHIC TRANSFER	143
	BANK ON DEMAND	143
ON CALCUTTA.—	TELEGRAPHIC TRANSFER	143
	LINK, ON DEMAND	143
ON SHANGHAI.—	BANK, at sight	714
	PRIVATE, 30 days' sight	72
ON YOKOHAMA.—	ON DEMAND	94
ON SINGAPORE.—	ON DEMAND	84 p.c.m.
ON BATAVIA.—	ON DEMAND	116
ON HAIPHONG.—	ON DEMAND	p.c.m.
ON SAIGON.—	ON DEMAND	Par
ON BANGKOK.—	ON DEMAND	63
	SOVEREIGN, BANK'S BUYING RATE	10.25
	GOLD LEAP, 100 lbs., per ton	10.25
	BAR SILVER, per oz.	273

## OPIUM.

16th August.

Quotations are—Allow 10 cent. to 1 cent.  
Malwa New ... \$1200 to — per picul.  
Malwa Old ... \$120 to —

Malwa Old ... \$140 to —

Malwa Old ... \$1400 to —

Persian fine quality \$1050 to —

Persian extra fine \$1120 to —

Pains New ... \$1345 to — per chest.

Pains Old ... \$1102 to —

Bengares New ... — to —

Bengares Old ... \$1057 to —

MITSU BISHI GOISHI-KWAISHA  
(MITSU BISHI CO.)COAL DEPARTMENT  
MARUNO-UCHI, TOKIO.

Table Address, "IWASAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies.

AI, ABC 5th Edition, Western Union Codes used.

All Letters' Addressed—

MANAGER: MITSU BISHI CO., with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES:—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: MACDONALD &amp; CO.

CHINKIANG: GEARING &amp; CO.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenal; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shiuwei, Namazato and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Luen Coal.

Solo Agents for Kigio, Komatsu and Yasbromachi Coal (Karatsu).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the EAST is now produced in abundance and can be supplied in any quantity.

The Boston Tow Boat Co.'s str. *Hades* left Kobe on the 1st inst. for Shanghai, Manila and Hongkong.The J.C.C. Lijn str. *Tijluid* left Kobe via Amoy for this port on the 15th Aug., and may be expected here on the 24th Aug.The Indo-China str. *Latsang* left Calcutta for this port via the Straits on the 12th Aug., and may be expected here on the 28th Aug.The Boston Tow Boat Co.'s str. *Hades* left Kobe on the 1st inst. for Shanghai, Manila and Hongkong.The J.C.C. Lijn str. *Tijluid* left Kobe via Amoy for this port on the 15th Aug., and may be expected here on the 24th Aug.The Indo-China str. *Latsang* left Calcutta for this port via the Straits on the 12th Aug., and may be expected here on the 28th Aug.The Boston Tow Boat Co.'s str. *Hades* left Kobe on the 1st inst. for Shanghai, Manila and Hongkong.The J.C.C. 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